vious glut of that material, nor any sudden nor total cessation of consumption," were so much to blame for the low state of the pulse, as "the unsettled state of public feeling, and the prostration of energy consequent upon the late violent convulsions." In all probability a little *aurum potabile* would not be objectionable in such a case. As it is, the depression is indeed a serious one, and has been much aggravated by the perhaps unreasonable resistance of the workmen,—although in justice to them it must be stated that their objection is one mainly to the amount of the reduction, which they declare that the masters, taking advantage of the necessity for some reduction, propose to make more serious and oppressive, as well as permanent, than really called for even under present circumstances.

The prices of the previous quarterly meetings are admitted to have been merely nominal; and the only resolutions now come to by the masters were the admission of a probably equally nominal reduction of 2*l.* per ton on manufactured iron, and a determination to persist in the reduction of wages to the extent of 15 to 20 per cent.

FREEMASONS OF THE CHURCH.

JAN. 11.—Mr. French in the chair. Communications were read from Messrs. C. R. Smith and Price, on the Roman Amphitheatre at Dorchester, saying that these Roman remains were saved by the Archæological *Association*, and not the Archæological *Institute*, as inadvertently stated by Mr. J. W. Archer, in the society's proceedings.

The chairman exhibited a drawing of the north window intended for the schools at Turvey, Bedfordshire, now being erected from his designs, accompanied by some specimens, full size, of the glazing, which is for a large four-light and transomed window, and having texts of scripture written in old English characters, with borders of blue and ruby glass. The object was to shew that, at a small expense, interest may be imparted along with instruction, the texts, from the New Testament and the Proverbs, being appropriate to children. The school-room is 67 feet long and 27 feet wide, independent of class-rooms, and the whole is built of stone. The design is Elizabethan.

A paper, by Mr. Robert Hendrie, jun., on "The Practice of the Artists of the Middle Ages, as illustrated by Theophilus," was then read. It commenced with remarks on the universal connection between religion and art, and proceeded to give an enumeration of those sciences, which, if not the result of Christianity, were practised in the middle ages under its auspices. Some curious facts were produced relative to the history of alchemy; and a portion of the paper treated of the use made by mediæval artists and authors, of the great names of classical antiquity. We shall print the essay in full.

The next paper was announced for Feb. 8th, by Sir Walter James, Bart., "On the Nature of Beauty, and Province of Taste, in the Fine Arts."

SUSPENSION RAILWAY FOR STREETS.

THE insufficiency of the thoroughfares of New York, for the increasing traffic, is leading our trans-atlantic brethren to consider the possibility of introducing railways through them.* A plan for such a purpose, by Mr. Dewitt, of Albany, is thus described in the (New York) *Literary World*:

"On a foundation, at the edge of the side-walk, and at 25 feet from each other, are placed large iron columns, about 16 inches in diameter, and 16 feet high from the pavement. These columns are designed to be fluted, with decorated capitals, and to serve, wherever needed, as gas-lamp columns in place of present gas posts. On the top of these columns, and extending between them, is placed a light iron arch, three feet in depth, of well-tried strength; and on the top of this lies the iron rail, a single one: 'This,' said a gentleman who shewed us the model, 'is the whole of the permanent structure, and will present a continuous and unbroken façade, from Bowling-green to Union-square, on both sides of the street, of ornamental architectural style, light and airy in its appearance, whose lowest line of obstruction at cross-streets will be 16½ feet high, the whole structure being less than 20 feet in height.' On this upper rail, 20 feet from the ground, the running gear of the cars traverses, and consists of a simple frame carrying between it two wheels (tandem) with the necessary fitting of springs, &c.; from this frame depend proper framings, to which are strongly secured the car-bodies which hang down along side of the columns, on their street side, so that the bottom of the cars overshadows the curb-stone and kennel, at a sufficient height to allow coaches to stand with ease underneath them. These two-wheeled cars, themselves, form the longitudinal section of an omnibus; for the passengers are to sit only on their inner side next to the column." The perpendicularity and steadiness of the car are preserved by apparatus. The floor of the car being 8 or 9 feet from the pavement, access to it is arranged by light iron stair-stations, which the proprietor proposes should be placed at such important points as the convenience of the public may require.

The motive power which it is proposed to adopt is not described, but is to do its work without the annoyance of fire, smoke, sparks, or steam.

* An American correspondent says, "Do the people of New York, or the dwellers upon Broadway themselves, know or imagine the amount of travel carried on by those heavy carriages? I suspect not. On the 20th day of October, I had a count made of all the omnibuses and their passengers, that passed the corner of Chambers-street, for ten hours—say from 7 A.M. to 5 P.M. During that time 1,430 omnibuses, conveying 10,928 persons, passed, being an average of one in 25½ seconds, if regularly distanced from each other. I compute that by estimating for the five hours not counted, and for the changes of passengers during the route of each coach, a very moderate increase, no less than 18,000 persons must have ridden in the omnibuses traversing Broadway in whole or part above the Astor House." We are told that the average number of omnibuses passing the Adelphi Theatre in the Strand during the day is 2,250.

NEW MACHINERY FOR BRICKMAKING.

A MR. LEGROS has taken out a patent for machines for moulding bricks, tiles, and other articles, by means of which it is asserted superior produce is obtained at less cost than by the present modes. In one of his inventions (there are two) Mr. Legros has adapted the principle of motion on a small railway to the performance of the several steps of the manufacture. For this purpose the rails are laid down so as to traverse on the same level all the buildings in which the various parts of the machinery are erected. The *Morning Advertiser* gives the following description of the machinery:—

"A train of at least eight waggons moves along the line, which is provided either with turn-tables or curves, in order that the train or trains may be maintained in continual circulation through the apparatus, without change of direction. The waggons are divided by fixed vertical diaphragms into so many fixed rectangular compartments, in which the plastic materials are to be moulded. It is in the construction and appendages of these compartments, that the ingenuity and advantage of the machine principally consists. They are provided with floors or bottoms, capable of being raised to the level of the top of the waggons, or of being depressed beneath it to a depth equal to one dimension of the article to be produced. The requisite vertical motion of the floors is provided for by attaching upright rods to them, which, traversing through eyes, render the moulding-box, in point of fact, a rectangular piston-chamber. The rods descend to within a short distance of the level of the waggon-wheels, and terminate in a cross piece, to which small wheels, or trucks, are attached, capable of revolution in the direction of the trains' motion. These interior wheels move constantly in contact with another set of rails, standing higher than the waggon rails, but, unlike the latter, they do not continue in every place at the same level. At two or three points of the line, they are alternately depressed and raised by an altitude equal to the greatest depth of the moulding box, the change taking place by means of a short but abrupt gradient. The floors of the boxes being brought to the level of the tops of the waggons, it is obvious, that on the trains arriving at the descending gradient, the piston wheels will descend also, and thus form the moulding boxes at the tops of the waggons. So long as the interior wheels revolve in contact with the lower level of the second set of rails, the moulding boxes will continue open, but when the train reaches the ascending gradient, the re-action of the small wheels against it will force up the pistons, and with them the floors of the moulding boxes. This being the manner in which the boxes are alternately made and destroyed, the rest of the process will be easily comprehended. The train of waggons moving over the higher level of the second rails, in passing over the descending gradient, the moulding boxes form themselves at the top, and are ready to receive their contents. They then pass under a sand-box, which strews the boxes finely with sand, to prevent the adhesion of the clay to their surfaces. A little farther on they are filled with clay, from a hopper placed close to the place where the clay is dug from, and the superfluous clay is cut off at one and the same motion. From the hopper the train passes through the pressing machinery, the pistons being still at the lower end, and here the bricks are closely pressed in their cases. Beyond this spot the train passes over the ascending gradient, which forces the bricks out of their boxes, and above the level of the tops of the waggons, whence they are carried to the drying place and walled. If this description has been understood, it will be seen that the process suffers no interruption at any stage; the trains being kept in constant performance of the circuit, and the three operations of filling the moulds, pressing, and discharging them, being gone through in rapid and unbroken succession, by the mere motion of the trains along the rails which traverse the machinery. The clay is not prepared in any way, but is dug and transferred at once to the hopper, and thence to the boxes. In this way it is ascertained that one machine will turn out 66 bricks in a minute, or about 40,000 in a day. This machine will effect an economy of 4*s.* on a thousand."

STONE SCREEN IN THE HALL AT MONTACUTE, SOMERSETSHIRE.

THE plate represents a portion of the picturesque stone screen in the hall at Montacute House. It is a regular architectural composition, having two arched openings and columns. At the other end of the hall (which is very large), opposite the screen, is a bas-relief, of coarse execution and design, representing the country custom of *skimmiting* or *riding-stang*.*

The building is very large, the front being 170 feet in length by 70 feet in height. It has a square court-yard, with two picturesque square pavilions, or lodges, at the angles facing the buildings. The sides are formed by an open balustrade, having a small circular temple in the centre of each; these latter are 25 feet in height from the level of the court. Within the building there are several fine panelled rooms; but the ceilings throughout and the stone staircases are quite plain. There is a large gallery, "remarkable only for its extent," being 179 feet long. An addition was made to the north front of the building about the time of Charles II., on the occasion of pulling down a beautiful Gothic residence belonging to the family. The front of this building was brought to Montacute, and placed so that a passage was obtained between the two wings; the centre, containing the great hall, being originally only one room in depth, the house must have been very inconvenient before this addition. It would appear from the introduction of some very elegant screens or door-cases in the principal living rooms, that

* The *Times*, Aug. 12, 1843, speaking of the state of South Wales during the turnpike riots, gives the following account of *riding-stang*:—"They formerly had a kind of social law for the correction of moral offences, called the 'cefit prew.' All the neighbours would assemble at night, and carry a wooden horse before the door of the offender, making hideous noises. If this did not effect a remedy, the offending party was again visited, and forcibly mounted upon the horse, and carried about amidst jeers and derision. The same custom existed in Glamorganshire, under the name of 'Scotch cattle,' and some remnants may still be found in the northern parts of England of a similar custom, there called "rough music and *skimmy-riding*." On these social visits for correcting moral delinquencies, it was customary, while the 'cefit prew' was going on, to fire guns and blow horns, and make all manner of noises. Sometimes, when a party was forcibly mounted upon a wooden horse, violent resistance was met with, and often bloodshed ensued.—and this led to several severe sentences by Mr. Baron Gurney, which, in some degree, checked the practice. But it is thought by many who know Welsh habits and character, that the 'cefit prew' is an old custom revived, the wrong to be remedied being changed to turnpike-gates, for there are the same secret meetings at night, and the same firing of guns and noises while they are engaged in knocking down the gates."

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